

inlet, not far from the cape of that name; and this, with Ocracoke inlet, forms the usual most reliable access to the inland waters of the great sounds, Pamlico and Albemarle.

Along these sounds, at various points, deep and broad estuaries extend back to the mouths of large rivers, the Chowan, the Roanoke, the Tar, the Neuse, together with such streams as the Pasquotank, which in its relation to the artificial channel of the Dismal swamp canal, has given existence to one of the most thriving of these inland ports—Elizabeth City. Thus along these inland waters have grown up ports of importance, to be estimated more by their value in relation to domestic trade than to foreign commerce; for Washington and Newbern, both possessing fine harbors and easy access, are controlled by the limitations imposed by the depth of water in the inlets or on the shoals within the channels, so that the foreign trade once enjoyed by them, and carried on in a smaller class of vessels than now regarded as profitably adapted to foreign trade, is now practically suspended. But in their interior operations they are ports with a magnitude of business that emphasizes the prosperity of the sections of country tributary to them, and the waters of the sounds are enlivened with fleets bearing away the limitless variety of contributions to American commercial prosperity—cotton, lumber, shingles, naval stores, corn, the products of truck farming, etc.

Just under Cape Lookout opens, between Core and Bogue sounds, and at the mouth of Newport river, the inlet which lets into Beaufort harbor. Vessels drawing twenty feet can enter readily from the sea, and, in twenty minutes, are lying snugly at their anchorage or at their wharves. It is entered at all times, except against a north or northwest wind. It is a harbor of refuge in time of storm, from the enemy in time of war; a rendezvous chosen as the basis of naval operations, as during the war of the Revolution, when the fleet destined for the attack on Charleston first concentrated here; when, in the war of 1812, captured prizes were brought in here for adjudication, and when in the late Civil war, the harbor was filled with war vessels and transports of the Federal Government. The water within the harbor is sufficient for the largest merchant vessels, yet it is not a commercial port of value, for the reason that no great navigable stream brings to it the riches of the interior, and because the single line of railroad which reaches it has not yet been able to divert the current of traffic from its accustomed channel.

Down the coast, below Beaufort, several inlets open into the sounds at the mouths of tide-water rivers, such as White Oak and